(No Model.)

A. K. QUINBY.

Gang-Plank for Boats.

No. 227,834. **Patented May 18, 1880.**

Fig. 1.

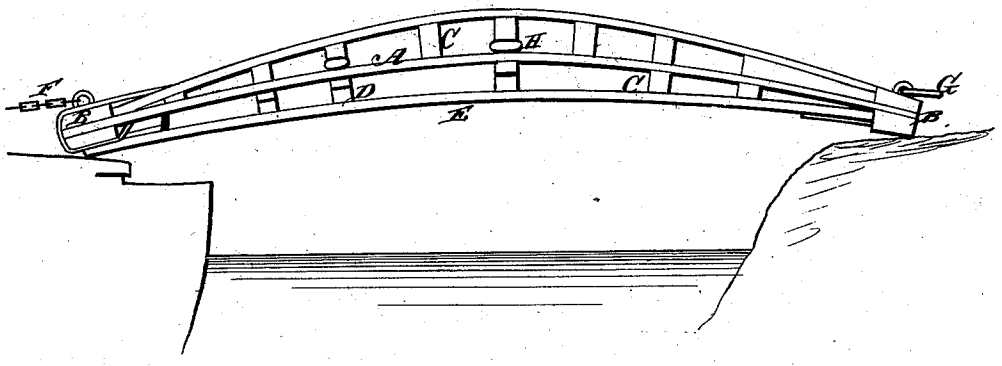
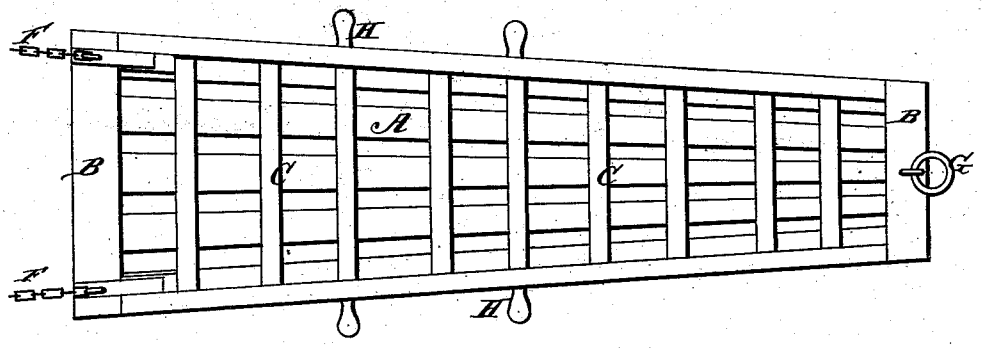


Fig. 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

AARON K. QUINBY, OF PORT BYRON, NEW YORK.

GANG-PLANK FOR BOATS.

SPECIFICATION forming part of Letters Patent No. 227,834, dated May 18, 1880.

Application filed March 13, 1880. (No model.)

To all whom it may concern:

Be it known that I, AARON K. QUINBY, of Port Byron, in the county of Cayuga and State of New York, have invented certain new and useful Improvements in Gang-Planks for Boats; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a side elevation of my canal-boat bridge, and Fig. 2 is a plan view of the same.

My invention relates to the construction of gang-planks for boats; and it consists in the arrangement of springs which maintain the plank from breaking under heavy weight, as hereinafter fully set forth and claimed.

A A designate the slats of the gang-plank; B B, the end bars, which secure the ends of the slats; and C C, the cross-bars secured to both sides of the slats, as herein shown.

The bars C have blocks D, to which are fastened springs E. These springs consist of elastic bars, which are secured to the blocks, and which are also secured at the ends of the gang-plank by bolts.

Suitable irons are placed between the springs and the portions of the gang plank or bridge to which they are secured.

F F are chains connecting with the gang-plank, and G is a ring hinged to the small end of the said bridge or gang plank.

The spring-bars upon the under side of this gang-plank constitute an important feature of the structure. They tend to maintain it in its curved shape, and also afford runners which can be easily drawn over the side of the boat.

H H are handles by which the bridge can be drawn in the boat, the number of these handles not being limited.

What I claim is—

A gang-plank composed of parallel slats, end bars, and spring-bars E, secured at their ends to the ends of the gang-plank, and also attached to blocks on the cross-bars C, substantially as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

AARON K. QUINBY.

Witnesses:
H. B. CONVERSE,
H. A. RANDALL.